The China Mail.

Established February, 1845.

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AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. Algar, 11 & 12, *Clement's Lane, Lombard Street*, E. C. George Street & Co., 30, *Cornhill*. Gordon & Gotch, *Ludgate Circus*, E.C. Bates Hendy & Co., 37, *Walbrook*, E.C. Samuel Deacon & Co., 150 & 154, *Leadenhall Street*. W. M. Willis, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—Amedei Prince & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—Andrew Wind, 21, *Park Row*.

SAN FRANCISCO and American Ports generally:—Bean & Black, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—Gordon & Gotch, *Melbourne and Sydney*.

CEYLON:—W. M. Smith & Co., The Apothecaries Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—Sayle & Co., *Square, Singapore*. C. Heinsen & Co., *Manila*.

CHINA:—*Macao*, F. A. de Cruz. *Swatow*, Quelch & Co. *Amoy*, N. Moalle. *Foochow*, Hedde & Co. *Shanghai*, Lane, Crawford & Co., and Kelly & Walsh. *Yokohama*, Lane, Crawford & Co., and Kelly & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,.....$7,500,000
Reserve Fund,.....$4,050,000
Reserve Liability of Proprietors,..... $7,500,000

Court of Directors.

Chairman—Hon. John Bell-Irving.
Deputy Chairman—W. H. Forbes, Esq.

C. D. Bottomley, Esq.
W. G. Brodie, Esq.
H. L. Dalrymple, Esq.
J. F. Holliday, Esq.
Hon. B. Layton.
S. C. Michaelsen, Esq.
J. S. Moses, Esq.
L. Poesnecker, Esq.
N. A. Siebs, Esq.
E. A. Solomon, Esq.

Chief Manager.
Hongkong,.....Thomas Jackson, Esq.

Manager.
Shanghai,.....Ewen Cameron, Esq.

London Bankers.—*London and County Bank*.

HONGKONG.

Interest Allowed.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 4, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
Hongkong & Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

Old or Broken Notes will be Exchanged for NEW ONES on application at the Offices of the Corporation.

For the
Hongkong & Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 30, 1888. 1449

COLLEGE OF MEDICINE FOR CHINESE.

Residents in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the Alice Memorial Hospital

(1). Glass Jars (for museum purposes).
(2). Illustrated Papers and Books for the Student's Reading Room and Library.

Address to
JAMES CANTLIE,
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

Auctions.

GOVERNMENT NOTIFICATION.

The following Particulars of SALE of CROWN LAND by Public Auction, to be held on the Spot, on MONDAY, the 8th day of October, 1888, at 4 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 29th September, 1888. 1635

Particulars of the Letting by Public Auction Sale, to be held on Monday, the 8th day of October, 1888, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Square feet. In Contents	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
	Island Lot (No. 1,206)	Robinson Road, (Peel Street Steps).	100	100	50	60	5,500	26	650

GOVERNMENT NOTIFICATION.

The following Particulars of SALE of CROWN LAND by Public Auction, to be held on the Spot, on TUESDAY, the 9th day of October, 1888, at 5 p.m., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 29th September, 1888. 1636

Particulars of the Letting by Public Auction Sale, to be held on Tuesday, the 9th day of October, 1888, at 5 p.m., by Order of His Excellency the Governor, of one Lot of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lot.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Square feet. In Contents	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Rural Building Lot No. 39	Magazine Gap	237	345	202	240	54,123	200	5410

Notice of Firm.

NOTICE.

The Interest and Responsibility of Mr. S. E. SHELLIM in our Firms here and in China ceased on the 1st January last.

DAVID SASSOON, SONS & Co.

Hongkong, October 1, 1888. 1634

Intimations.

Chinese Imperial Government Seven per Cent. Silver Loan of 1886.

LOAN 'E.'

FOURTH HALF-YEARLY DRAWING.

Notice is hereby given, that, in conformity with the stipulation contained in the BONDS of this LOAN, the following Numbers of Bonds to be paid off at Par at the Shanghai Office of the Hongkong and Shanghai Banking Corporation, and at other Offices of the Bank at the current rates of Exchange for demand bills on Shanghai, on the 30th day of September, 1888, when the Interest thereon will cease to be Payable, were this day Drawn at the Office of the said Corporation in Hongkong, in the presence of William Henry Gaskell, Acting Chief Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

17 Bonds, Nos.:—

96	587	838	1601	1903	2534
376	592	1048	1789	1916	3042
505	805	1432	1840	2162	.....

For 250 Shanghai Taels each=4,250 Shanghai Taels.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
W. H. GASKELL,
Acting Chief Accountant.

Countersigned,
A. P. STOKES,
Notary Public,
Hongkong.

Hongkong, 20th August, 1888. 1616

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

Notice is hereby given that the Fifteenth Ordinary Yearly MEETING of SHAREHOLDERS of the Society will be held at its Head Office, Hongkong, on WEDNESDAY, the 10th October next, at Half-past-Three o'Clock, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1887, and for the half-year ending 30th June 1888.

The Transfer BOOKS of the Society will be CLOSED from the 1st to the 10th October, both days inclusive.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, September 28, 1888. 1622

Business Notices.

LANE, CRAWFORD & Co.

NEW AUTUMN AND WINTER STOCK.

GENTLEMEN'S OUTFITTING DEPARTMENT.

TAILORING:—The New Materials for Dress Suits, Morning Suits and Jacket Suits, Thin and Thick Materials for Over and Ulster Coats, Cover Coatings, a Complete Selection of Materials for Breeches and Riding Trowsers, Fancy Cashmere and Washing Vests, Serges in all Colours and Substances, Fancy Flannels for Suits, Fancy Striped Cricketing and Tennis Flannels, New Pyjama Cloths.

HOSIERY:—Undershirts and Pants in Merino, Angola, Cashmere, Lamb's-wool, Llama-wool, Silk, &c. Pants specially adapted for Riding. HALF-HOSE in Knitted-wool, Lamb's-wool, Llama, Cashmere, and Merino; the Newest Fancy Silk Half-Hose for Evening wear. SHOOTING STOCKINGS, Cholera Belts, Knitted Rowing Scarves, Rowing, Foot-ball and Yachting Jerseys, Hand-knitted Sweaters.

SHIRTS, Collars and Wristbands, Newest Styles and Shapes. White and Fancy Flannel Tennis Shirts, Dressing Gowns, Travelling Rugs, Cardigan Jackets and Vests, White and Fancy Bordered Handkerchiefs, Braces, Belts and Garters, Mufflers, Towels and Bath Blankets.

SCARVES and TIES, the Latest Shapes and Colours in made-up Cravats and Folding Scarves, New Washing Scarves and Ties.

BOOTS and SHOES for Walking, Evening, Dancing, Tennis, Cricket, Shooting, Riding, &c. Leather and Canvas Leggings, Silk, Leather and Mohair Laces.

HATS, New Shapes and Colours in L. C. & Co.'s special quality Felt, fitted with The Patent Perspiration-proof ventilated band, also Pith Shooting Hats, Cloth Travelling Hats and Caps, Tam-o'-shanters, Tennis Hats, Cricketing Caps, &c. New Puggaries and Hat Bands, Mourning Hat Bands.

TRAVELLING TRUNKS, Portmanteaus, Gladstone Bags, Courier Bags, Book Cases, Rug Straps, Hold-alls, &c., &c.

LANE, CRAWFORD & Co.

Hongkong, October 1, 1888. 1633

NEW GOODS.

Tall silk hats.
" Drab felt hats.
Black, Brown, Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in new shapes.
Straw and Pith Hats.
Silk Umbrellas, from $5, over 100 to choose from.
Walking Sticks, a very large assortment.
Waterproof Coats, Leggings and Chair Aprons.
Travelling Rugs & Scotch Mants.
Over Coatings, light and heavy.
Over Coatings, Ulster Tweeds.
Fine Black Diagonal and Corkscrew for Dress Suits.
Black, Blue & Brown Fancy and Check Diagonal Coatings.
Fancy and Check Tweed Suitings.
Trouserings, in a great variety of Stripes, Checks, &c.
Cricketing Flannels, in Checks, Stripes & Plain.
French Printed Shirtings.
Unshrinkable Flannel Shirtings.
Winter, Medium and Summer Under Vests and Pants.
Ready-made ULSTERS in STOCK.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Silk ½-Hose, Black, Navy and Colours
Lamb's Wool, Merino and Lisle Thread ½-Hose.
White Dress Shirts.
Lacing & E. S. Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots and Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces.

ROB'T. LANG & Co.

Hongkong, February 21, 1888 285

J. MARINBURK,

COLLEGE CHAMBERS,

Begs to inform the Public that he has made GREAT REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

This Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now ONE of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1888. 1612

CONTINUATION OF
GREAT CLEARANCE SALE
(Previous to Alteration of Premises.)

ROSE & Co.'s Stock.

MONDAY, 1st OCTOBER, 1888,
AND FOLLOWING DAYS.

REMAINDER OF SURPLUS STOCK IN ALL DEPARTMENTS

AT SPECIAL SALE PRICES.

NOTICE.—The Dress-making, Millinery and Tailoring Departments will be Re-opened from the *FIRST DAY OF OCTOBER*, under experienced European supervision.

Prompt attention will be given to all Out-port Orders.

The Hall & Holtz Co-operative Company, Limited,
(*Late* ROSE & Co.),
Queen's Road, Hongkong.

Hongkong, September 20, 1888. 1627

W. POWELL & Co.

FIRST DELIVERIES OF

AUTUMN AND WINTER DRESS MATERIALS,

Over 300 PIECES to Select from.

PRICE from 15 CENTS per Yard.

W. POWELL & Co.

Victoria Exchange, September 24, 1888. 1589

BALL PROGRAMMES FOR SALE.
IN NEW SHADES AND PATTERNS.
'CHINA MAIL' OFFICE,
2, Wyndham Street.

NOW READY.

The Commercial Law affecting Chinese; with special reference to Partnership Registration and Bankruptcy Laws in Hongkong.

Copies may be had at the *China Mail* Office, and at Messrs. Lane, Crawford & Co.,—Price, 75 cents.

Entertainment.

THEATRE ROYAL,
CITY HALL.

SATURDAY, Oct. 6, 1888.

The AMATEURS of St. Patrick's Hall, and the MEMBERS of the 58th Lilly Minstrels will give on

SATURDAY EVENING,
the 6th Instant,

A GRAND VARIETY ENTERTAINMENT

For the Benefit of the Widow and Family of the Late Assistant

WARDER CORNELIUS PEREIRA,

who lost his life in the execution of his duty with the Chain-Gang.

Under the Distinguished Patronage of

H. E. Sir WILLIAM DES VŒUX, K.C.M.G., Governor of Hongkong.
H. E. Lieutenant-General CAMERON, C.B., Commanding Troops Hongkong China and Straits Settlements.
Major-General GORDON, Superintendant of Victoria Goal, Hongkong.
Colonel CRASTER, C.B.A.
Colonel D. G. ANDERSON, 58th Regiment.
Doctor AYRES, Colonial Surgeon.
And Officers of the Garrison.

Prices of Admission:

Dress Circle - - - - - - - $2.00.
Stalls - - - - - - - - - $1.00.
Pit - - - - - - - - - - $0.50.

Men in uniform half price to Stalls and Pit.

Tickets can be obtained at Messrs Kelly & Walsh, Limited, where a plan of the House can be seen.

Accompanist,....Mr W. Golbourne.
Stage Manager, Mr P. P. Werner.
Secretary,.....Mr F. J. Small, R.N.D.Y.

To whom all communications may be addressed.

Committee:
Mr J. Quinn, Victoria Gaol.
Mr W. H. Foulkes, "
Mr H. Raptis, "
Mr J. P. McCarthy.
Mr C. A. Phillpott.

By kind permission of Col. Anderson and Officers the Band of the Regiment under the Conductorship of Mr Moran will play during the interval.

Doors open at 8 30, to commence at 9 p.m.

God Save the Queen.

Hongkong, October 1, 1888. 1642

Intimations.

No. 7, Wyndham Street.

BOARD AND RESIDENCE.
FOR SINGLE GENTLEMEN,
A Private Sitting Room.
Mrs. KJELLER,
Proprietress.

Hongkong, September 26, 1888. 1602

AN APPEAL.

The Superioress of the Italian Convent, Caine Road, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind Patronage and Support. At present, owing to the daily increasing number of the Orphans, foundling Children, and destitute Women, who already exceed 'Five Hundred,' the Superioress finds herself in pressing need of further assistance. She has no fund at her disposal, the whole of the means available being earned by laborious Needle-work.

The Superioress therefore desires to state that she will be pleased to receive Orders for Gentlemen's Shirts and Pyjamas, Ladies' Under-clothing, and Children's Dresses and Under-clothing, Embroidery in any Form, and in Gold, Silk, Wool or Cotton, also Regimental Embroidery.

Materials supplied if required, and Persons living at a distance can send Orders by Letter. As the Terms are *very moderate* the Superioress hopes to receive and merit a large share of Public Patronage.

Hongkong, September 20, 1888. 1566

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

The Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, 30th May.

WEEK DAYS.

The CARS RUN as follows between St. John's Place and Victoria Gap:—
8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. " half hour.
4 " 8 " " quarter of an hour.
DOWN CARS between 8 and 10 a.m. for First-class Passengers only.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office of

MacEwen, Frickel & Co.,
General Managers.

Victoria Exchange,
50 & 52, Queen's Road,
Hongkong, September 15, 1888. 1254

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

Shipmasters and Engineers are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1888. 1458

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Hailoong*, Captain Roach, will be despatched for the above Ports on WEDNESDAY, the 3rd Oct., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, September 29, 1888. 1626

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Priam*, Captain Jackson, will be despatched as above on WEDNESDAY, the 3rd October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 26, 1888. 1608

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Menelaus*, Captain Nelson, will be despatched as above on THURSDAY, the 4th October.

Passengers for Europe desiring to proceed Overland, can, on application to the Undersigned, have their Tickets endorsed for surrender at Algiers in exchange for Coupon Tickets to Marseilles (by Transatlantic Company's express boats), and thence to Paris or London. Algiers is 28 hours steam from Marseilles, and thence to London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 29, 1888 1624

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Japan*, Capt. G. B. Pallett, will be despatched as above on FRIDAY, the 5th Proximo, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, September 27, 1888. 1614

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Antenor*, Captain Grier, will be despatched as above on FRIDAY, the 5th October.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 27, 1888. 1615

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *General Werder*, Capt. W. von Schuckmann, will leave for the above Ports on or about SATURDAY, the 6th Instant.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 1, 1888. 1638

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Neckar*, Capt. H. Supmer, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, October 1, 1888. 1639

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE, *VIA* FOOCHOW.

(Calling at QUEENSLAND PORTS, *and taking through Cargo for* ADELAIDE, TASMANIA, NEW ZEALAND, *&c.)*

The British Steamship *Tartar*, Captain Bailey, will be despatched as above on the 8th Instant, at 4 p.m.

Attention is directed to this Steamer's comfortable Saloon and State Rooms, affording excellent Accommodation for First-class Passengers.

Fare to Sydney or Melbourne, $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 1, 1888. 1640

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Verona* will leave for the above places on or about the 11th October.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office.
Hongkong, September 28, 1888. 1619

Shipping.

Steamers.

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Electra*, Capt. P. Möller, will be despatched for the above Ports on SUNDAY, the 7th October, at 10 a.m.

For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.

Hongkong, September 26, 1888. 1604

CHINA NAVIGATION COMPANY, LIMITED.

FOR AUCKLAND, WELLINGTON, MELBOURNE, CHRISTCHURCH AND DUNEDIN.

The Co.'s Steamship *Taiyuan*, Vardin, Commander, will be despatched as above on SUNDAY, the 7th Proximo, at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 27, 1888. 1609

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE, *via* SINGAPORE AND JAVA.

(Taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, *&c.)*

The British Steamer *Ghazee*, Capt. Scotland, will be despatched as above on or about the 8th Instant.

Attention is directed to this steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First Class Passengers.

Fare to Sydney or Melbourne, $150.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, October 1, 1888. 1641

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Amphitrite*, Capt. L. Lemesich, will be despatched as above on THURSDAY, the 11th of October, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, September 28, 1888. 1621

Sailing Vessels.

FOR SAN FRANCISCO.

The 3/3 L.1.1. American Ship *Great Admiral*, J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, September 18, 1888. 1555

FOR NEW YORK.

The 3/3 L.1.1. Amer. Barque *Emma T. Crowell*, Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, September 10, 1888. 1512

Notices to Consignees.

STEAMSHIP *YANGTSE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

Consignees of Cargo from London, ex S.S. *Guadalquivir*, from Havre, ex S.S. *Eridan*, from Bordeaux, and ex S.S. *Fred. Morel* and *President Leroy Lallier*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 11 a.m. To-day (Wednesday), the 26th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Wednesday, the 3rd October, at Noon, will be subject to rent, and landing charges at one cent per packet per diem.

All Claims must be sent in to me on or before Friday, the 5th October, or they will not be recognised.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.

Hongkong, September 26, 1888. 1603

Notices to Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 7th Instant will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all Claims must be made immediately, as none will be entertained after the 6th Instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, October 1, 1888. 1643

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. *GLAMORGANSHIRE*, FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Proximo will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th Proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 27, 1888. 1612

CANADIN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *ABYSSINIA*, FROM SAN FRANCISCO, VANCOUVER, YOKOHAMA AND KOBE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf & Godown Co. at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Proximo, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 27, 1888. 1611

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected

Ex *Manche*.

C. C. (in dia.), 887=1 case Paper.
C. C. (in dia.), 467-72=6 bales Cardboard, from London, consigned to Order.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 21, 1888 1573

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,

Quarts.....$20 per Case of 1 doz.
Pints.....$21 " " 2 "

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES.

Baxter's Celebrated 'Barley Bree' WHISKY,—$7½ per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

STAG HOTEL.

NOTICE TO HOTEL KEEPERS, CLUBS, &c.

FOR SALE:

TWO ENGLISH BILLIARD TABLES, with Balls, Cues, Marking-Boards, &c., Complete.

A Very Handsome Set of BAR FIXTURES, quite new, Built of Solid Teakwood, handsomely-carved and moulded, inlaid with Plate Glass Mirrors.

Also, Several other PLATE GLASS MIRRORS; One TEAKWOOD BAR COUNTER, with Four Pull Pumps, Pipes, &c.

Two Handsome STREET LAMPS, with strong Fancy Metal Brackets, suitable for HOTELS or other PUBLIC BUILDINGS.

Also, SUNDRY other ARTICLES, suitable for HOTEL PURPOSES. Delivery on or after 1st December, 1888.

The HOTEL is CLOSING, on account of the PROPERTY having been SOLD.

Apply J. COOK,
Stag Hotel.

Hongkong, September 10, 1888. 1511

To Let.

TO LET.

ROOMS in 'College Chambers.'

GODOWN in Ice House Lane, lately occupied by Messrs. Butterfield & Swire, from the 1st August.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, July 12, 1888. 504

Prospectus.

ABRIDGED PROSPECTUS OF THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

Incorporated under the Companies' Ordinances 1865 to 1886 of Hongkong.

CAPITAL.....$200,000,

Divided into 4,000 Shares of $50 each, of which 600 are fully paid-up Shares and allotted, 2,400 have been applied for and will be allotted and the remaining 1,000 are offered to the Public and are payable for as follows, viz.:—

$10 on application, $10 on allotment, $5 on the 31st December, 1888, and the remaining $25 when and as the same shall from time to time be called up under the provisions contained in the Articles of Association of the Company.

Directors:
J. D. HUMPHREYS, Esq.
D. NOWROJEE, Esq.
E. C. L. REUTER, Esq.
A. FINDLAY SMITH, Esq.
E. L. WOODIN, Esq.

Bankers:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Architects:
Messrs. DANBY & LEIGH.

Solicitors:
Messrs. WOTTON & DEACON.

THE Company has been formed for the purpose of purchasing from the Vendors, the site of the 'Austin Arms' at Victoria Peak, Hongkong, Farm Lot No. 54, for the sum of $50,000 (of which the Vendors agreed to take $20,000 in fully-paid-up Shares in the Company) and erecting thereon and keeping a large First-class Residential Hotel, and also certain other pieces of ground at the Peak, registered as the remaining portion of Rural Building Lot No. 18 and Rural Building Lot No. 60 for the sum of $50,000 (of which the Vendor agreed to take $10,000 in fully-paid-up Shares of the Company) and erecting thereon and letting a terrace of 11 Houses.

The Share Capital required for the above objects is $200,000, to be raised by the issue of 4,000 shares of $50 each, of which 600 shares fully paid up, will be allotted and issued to the Vendors in pursuance of an Agreement dated the 18th September, 1888, hereinafter mentioned, by which the Vendors agreed to sell the said Farm Lot No. 54 to the Company at the price of $50,000, and to accept payment of $20,000 portion thereof in 400 fully paid-up shares of the Company, and an agreement dated the 18th September, 1888, hereinafter mentioned, by which the Vendor agreed to sell the said Remaining Portion of Rural Building Lot No. 18 and Rural Building Lot No. 60 to the Company at the price of $50,000 and to accept payment of $10,000 portion thereof in 200 fully paid-up shares of the Company. A further 2,400 shares have been applied for and will be allotted, and the remaining 1,000 shares are offered to the Public and will be allotted and issued as the Directors of the Company shall determine and shall be paid for as follows:—$10 on application, $10 on allotment, $5 on the 31st December, 1888, and the remaining $25 when and as the same shall from time to time be called up under the provisions of the Articles of Association of the Company.

The site of the 'Austin Arms' contains 84,546 superficial square feet and is within 5 minutes walk of the Terminus of the Peak Tramway.

The Hotel proposed to be erected will contain upwards of 50 Rooms, including a large Public Dining Hall, Private Dining Room, Drawing Room, Morning Room, Billiard and Smoking Room and Bar, and Bed Rooms, and will occupy half only of Farm Lot No. 54, thus leaving the other half for future extensions.

The Terrace proposed to be erected on the Remaining Portion of Rural Building Lot No. 18 and Rural Building Lot No. 60, the site of which will be levelled and prepared ready for building by and at the expense of the Vendor, will command a view, on the North Side, of the Harbour of Hongkong and on the South Side, of Pokfulum, and will consist of 2 houses of six rooms each and 9 houses of 5 rooms each, with suitable out-offices. The site contains an area of 84,447 superficial square feet and is within 5 minutes walk of the Terminus of the Peak Tramway, and the houses can be let at such moderate rents as to readily secure tenants.

The architects of the Company estimate that the Hotel can be built and completely furnished at the cost of $80,000, and the 11 terrace houses can be built and finished ready for occupation for the further sum of $80,000.

An arrangement has been made with Mr Dorabjee Nowrojee for the management of the Hotel.

Two agreements only have been entered into and are respectively dated the 18th day of September, 1888.

Copies of these Agreements, the Memorandum and Articles of Association of the Company and the Prospectus can all be seen at the office of Messrs. Wotton and Deacon, the Solicitors of the Company, at 35 Queen's Road, Hongkong.

Applications for shares, which will be received until the 6th October next, must be made on a form which can be obtained at 35 Queen's Road, Hongkong, or from the Hongkong and Shanghai Bank, and must be forwarded to the Hongkong and Shanghai Banking Corporation, and the amount payable on application must be deposited with them. If no allotment is made the deposit will be returned, without any interest, and where the number of shares allotted is less than the number applied for, the surplus will be credited in reduction of the amount payable on allotment, and any excess returned.

Hongkong, September 21, 1888. 1567

To-day's Advertisements.

NOTICE OF REMOVAL.

THE Undersigned have This Day REMOVED their OFFICE from Stanley Street to No. 49, Wyndham Street.

J. J. dos REMEDIOS & Co.

Hongkong, October 1, 1888. 1652

FOR KOBE (DIRECT.)

The Steamship *Septima*, Captain Hansen, will be despatched for the above Port on THURSDAY, the 4th Instant, at 4 p.m.

For Freight, apply to

GEO. R. STEVENS & Co.

Hongkong, October 2, 1888. 1645

To-day's Advertisements.

PERSEVERANCE LODGE OF HONGKONG,
No. 1105.

AN Emergency MEETING of the above LODGE will be held in the Freemasons' Hall, Zetland Street, on THURSDAY NEXT, the 4th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, October 2, 1888. 1649

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, *VIA* THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship *ABYSSINIA*, 3,651 Tons Register, G. A. Lee, Commander, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, *vid* KOBE and YOKOHAMA, on SATURDAY, the 6th Instant, at 3 p.m.

To be followed by the S.S. *ALBANY*, on the 25th October, and S.S. *BATAVIA*, on the 15th November.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex.	$160.00
To San Francisco...	175.00
To all common points in Canada and the United States	230.00
To Liverpool	300.00
To London	305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 5th October

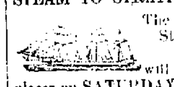
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, October 2, 1888 1644

STEAM TO STRAITS AND BOMBAY.



The P. & O. S. N. Co.'s Steamship *Venetia* will leave for the above places on SATURDAY, 6th Inst., at Noon.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 2, 1888. 1648

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship *Hector*, Captain Batt, will be despatched as above on SUNDAY, the 7th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 2, 1888. 1650

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship *Nestor*, Capt. Thompson, will be despatched as above on TUESDAY, the 9th October.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.
Agents.

Hongkong, October 2, 1888. 1651

To-day's Advertisements.

FOR SHANGHAI.

The Steamship *Ningpo*, Captain F. Schulz, will be despatched for the above Port TO-MORROW, the 3rd Inst., at Noon, instead of as previously notified.

For Freight or Passage, apply to

SIEMSSEN & Co.

Hongkong, October 2, 1888. 1647

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Moyune*, J. S. Hogg, Commander, will be despatched as above on FRIDAY, the 5th Inst., at 5 p.m.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, October 2, 1888. 1646

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Dione, Norwegian barque, Captain J. A. Pettersen.—Order.

Emma T. Crawell, Amer. barque, Capt. A. S. Pendleton.—Russell & Co.

Francis, British ship, Captain Geo. L. Bray.—Master.

Hei Cheong, British barque, Capt. T. C. Thomsen.—Kong Cheong Tai.

Hever, German steamer, Capt. Dethlefsen.—Siemssen & Co.

Monrowa, British ship, Captain Theo. Corning.—Siemssen & Co.

P. N. Blanchard, American ship, Capt. N. W. Blanchard.—Siemssen & Co.

Penshaw, British barque, Captain John Inokay.—Lane, Crawford & Co.

Wm. H. Conner, American ship, Capt. J. R. Butman.—Pustau & Co.

SHIPPING.

ARRIVALS.

October 2, 1888:—

Satellite, British cruiser, from a cruise.
Merlin, British gunboat, from a cruise.
Electra, German str., 1,625, P. Moller, Kobe September 26, General.—Siemssen & Co.
Honolulu, British ship, 1,599, Leary, Shanghai September 24, Ballast.—Melchers & Co.
Menelaus, British steamer, 1,300, R. Nelson, Shanghai September 29, General.—Butterfield & Swire.
Dione, Norwegian barque, 767, J. A. Petersen, Sourabaya August 23, Sugar.—Order.
Priam, British steamer, 1,402, E. T. Jackson, Liverpool and Singapore Sept. 25, General.—Butterfield & Swire.

DEPARTURES.

October 2:—

Piccio'a, for Whampoa.
Namkiang, for Amoy.
Glucksburg, for Singapore.
Cardiganshire, for Singapore and London.
Independent, for Bangkok.
Achilles, for Singapore and London.
Almora, for Saigon and Singapore.
Zafiro, for Amoy and Manila.
Tritos, for Saigon.
Pakshan, for Swatow.
Canton, for Swatow and Shanghai.
Hydaspes, for Shanghai.

CLEARED.

Hailoong, for Coast Ports.
Don Juan, for Amoy and Manila.
Ningpo, for Shanghai.
Sarthe, for Saigon.
Francis, for Manila.

PASSENGERS.

ARRIVED.

Per *Menelaus*, from Shanghai, 3 Chinese.
Per *Priam*, from Liverpool, &c., Mr E. T. Gomes, and 350 Chinese.

DEPARTED.

Per *Formosa*, for Amoy, Mr T. G. Heighington.
Per *Cardiganshire*, for Singapore, 608 Chinese.
Per *Achilles*, for Singapore, 276 Chinese.
Per *Almora*, for Saigon, 750 Chinese.
Per *Zafiro*, for Amoy, 1 European, and 75 Chinese.
Per *Tritos*, for Saigon, 200 Chinese.
Per *Pakshan*, for Swatow, 100 Chinese.
Per *Canton*, for Swatow, 175 Chinese.
Per *Hydaspes*, from Hongkong: for Shanghai, Captain Talbot, Messrs S. J. Danby, Oven and E. E. Porter.

TO DEPART.

Per *Hailoong*, for Coast Ports, 2 Europeans, and 350 Chinese.
Per *Don Juan*, for Amoy, 70 Chinese.
Per *Ningpo*, for Shanghai, 20 Chinese.
Per *Francis*, for Manila, 1 European.

SHIPPING REPORTS.

The German steamer *Electra* reports: Had strong gale from E.N.E. during last few days.

The British steamer *Menelaus* reports: Had fresh N.E. winds and fine weather.

The British steamer *Priam* reports: Had strong gale and high sea throughout the passage from Singapore.

POST OFFICE NOTICES.

MAILS will close:—

For SHANGHAI.—
Per *Ningpo*, at 11.30 a.m., on Wednesday, the 3rd instant, instead of as previously notified.

For AMOY & MANILA.—
Per *Don Juan*, at 11.30 a.m., on Wednesday, the 3rd inst., instead of as previously notified.

For KOBE.—
Per *Septima*, at 3.30 p.m., on Thursday, the 4th inst., instead of as previously notified.

For STRAITS & CALCUTTA.—
Per *Japan*, at 11.30 a.m., on Friday, the 5th inst.

For STRAITS & LONDON.—
Per *Moyune*, at 4.30 p.m., on Friday, the 5th inst.

For SINGAPORE.—
Per *Electra*, at 9 a.m., on Saturday, the 7th October.

Quotations.

Hongkong, *October 2.*

OPIUM—New Patna, cash,..		540
" Old " cash,		552½
" New Benares, cash,		530
" Old " cash,		532½
" New Malwa, cash,..		610
" Allowance, Taels...		8/16
" Old Malwa, cash,...		620
" Allowance, Taels ...		12/16
" Persian, Oily, cash		500/520
" Allowance, Taels...		8/16
" Persian, Paper tied		510/530
" Allowance, Taels ...		16/40

Exchange.

Hongkong, October 2.

On London—	
Bank, Wire, ...	3/1½
" On demand, ...	3/1½
" 30 days' sight, ...	3/1⅝
" 4 months' sight, ...	3/1⅞
Credits, 4 " " ...	3/1⅞
Documentary, 4 months' sight,	3/2
On Paris—	
On demand, ...	3.93
Credits, 4 months' sight, ..	4.01
On New York—	
On demand, ...	75¾
Credits, 60 days' sight, ...	77
On Bombay—	
Wire, ...	224½
On demand, ...	225
On Calcutta—	
Wire, ...	224½
On demand, ...	225
On Shanghai—	
On demand, ...	72⅝
30 days' sight, ...	73¼
Gold Leaf, 100 fine...	33.80
Sovereigns, ...	$6.35

Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

Barometer—	9 a.m.... ...	30.10
Do.	1 p.m.... ...	30.06
Do.	4 p.m.... ...	30.02
Thermometer—	9 a.m.... ...	75
Do.	1 p.m.... ...	78
Do.	4 p.m.... ...	78
Do.	(Wet bulb) 9 a.m.	70
Do.	Do. 1 p.m.	73
Do.	Do. 4 p.m.	73
Do.	Maximum	78
Do.	Minimum over night	73

METEOROLOGICAL REGISTER.

AT 4 P.M. TO-DAY.

Barometer . . .	29.99
Temperature	79
Humidity	61
Direction of Wind .	ENE
Force	3
Weather	c

Hongkong Observatory, Oct. 2, 1888.

SHARE LIST.—QUOTATIONS. Oct. 2, 1888

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c.f'ward	Last Dividend	Closing Quotation, Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$ 4,000,000	$ 10,441.36 at working a/c	30/ for ½ year to June 30/88	151 % prem., buyers
INSURANCES.							
Union Insurance Society Co., Ld....	10,000	$ 250	$ 25	$ 675,000	$ 371,597.16	25 %, 1886	$90, seller
China Traders' Insurance Co., Ld....	24,000	$ 85.35	$ 25	$ 650,000	$ 25,119.28	20 % p annum	$68, buyers
North-China Insurance Co., Ld.....	5,000	£ 200	£ 50	Tls. 250,000	Tls. 326,119.88	10 % for 1887	Tls. 285
Yangtsze Insurance Association, Ld.	8,000	£ 25	all	Tls. 75,914.31	Tls. 3,089.05	7 % for 1887	Tls. 90
Chinese Insurance Co., Limited.....	1,500	$ 1,000	$ 200	$ 28,711.50	$ 24,285.84	6 % for 1887	$165
Canton Insurance Office Co., Ld....	10,000	$ 250	$ 50	$ 230,000	$ 429,367.96	10 % for 1888	$95
The Straits Insurance Co., Ld.....	30,000	$ 100	$ 20	$ 85,000	$ 82,170.00	5 % ½ yr. 1888	$25½, buyers
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$ 1,031,486	$ 252,243.30	$29.89 for '86	$340
China Fire Insurance Co., Ld.....	20,000	$ 100	$ 20	$ 650,000	$ 204,003.90	$ 6 for 1887	$76
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	...	$ 41,152.80	5 % ½ yr. 1888	$18
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	$ 11,875.91	$ 76,898.10	10 % for 1886	$16, buyers
DOCKS.							
H'kong & Whampoa Dock Co., Ld.	12,500	125	all	...	$ 1,138.56	3 % for ½ year June 30/88	$35½ % prem.
STEAMBOAT COMPANIES.							
HK. C. and M. Steamboat Co., Ld.	40,000	$ 20	all	$ *40,000 $ †215,000	$ 2,968.98	7 % half year June 30/88	118 % prem., sales
Indo-China S. N. Company, Limited	60,000	£ 10	all	...	£ 1,922.89	5 % for 1887	15 % dis.
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 178,431.39	$ 6,504.68	7 %	$55, ex div.
China and Manila S. S. Co., Ld.....	3,000	$ 50	all	$ 10,000	$ 18.58	6 % for 1887	$122
MISCELLANEOUS.							
China Sugar Company, Limited.....	15,000	100	all	...	$ 11,169.43	6 % for ½ year to June 30/8	$184, buyers
Luzon Sugar Company, Limited.....	7,000	$ 100	all	...	Dr. $ 27,948.51	None	$78, buyers
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$11½, buyers
Société Française des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	...	...	First Year	65 % prem.
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	$ 1,224.97	4 % for 1887	63 % prem., buyers
A. S. Watson & Co., Limited.....	3,800	$ 100	all	$ 20,000	$ 411.47	13 % for 1887	100 % prem.
Cruickshank & Co., Limited.....	1,600	$ 50	all	...	...	First Year	10 % prem., sales
Hongkong Hotel Company, Ld....	3,000	$ 100	all	...	$ 8,706.04	$4 half year June 30/88	$170, ex div., nominal
3,000 shs. issued							
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 10,843.7.7	£ 1,900.15 8	10 % and 2½ % bonus for '87	$130, buyers, fully paid up
New Shares.....	1,900	£ 10	£ 7.10				
Hongkong Ice Company, Limited...	5,000	$ 25	all	$ 37,500	$ 429.60	16 % for 1887	$79
Hongkong Bakery Company, Ld. ...	600	$ 50	all	...	$ 139.03	10 % for 1887	$85, nominal
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	Dr. $ 6 8 6.27	None	$76, nominal
Hongkong Dairy Farm Co.....	3,000	$ 10	all	...	Dr. $ 13,186.91	...	$13
HK. High-Level Tramways Co., Ld.	1,200	$ 100	$ 50	...	...	...	$325 % prem.
Campbell, Moore & Co., Limited ...	1,200	$ 10	all	...	Dr. $ 1,375.21	...	$11
East Borneo Planting Co., Limited	3,000	$ 50	$ 25	...	...	First Year	$41, buyers
LOANS.				Rates of Int.	Payable		
Chinese Imperial 1884 B.....	8,665	$ 500	all	8 %	yearly, 30 June	until 1890	3 % prem.
" " 1884 C.....	3189	$ 500	all	8 %	Oct. 15	until 1892	5 % prem.
" " 1886 E.....	...	T700,000	Tl. 250	7 %	March & Sept	until 1917	14 % prem.

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Hailoong* leaves for S'tow, &c.
Noon.—*Ningpo* leaves for Shanghai.
Priam leaves for Shanghai, &c.

Meeting.

9 p.m.—Meeting of Zetland Lodge.

Miscellaneous.

Goods per Steamer *Yangtsé* unclaimed after Noon subject to rent.
Goods per *Abyssinia* undelivered after this date subject to rent.

A. S. WATSON & Co.,

LIMITED.

OUR NEW SEASON'S FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcels of 50 Packets,	price,	$10.00
" " of 20	"	"	5.00
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THE HONGKONG DISPENSARY.

30th August, 1888. 1448

☞ *The publication of this issue commenced at 7.20 p.m.*

The China Mail.

HONGKONG, TUESDAY, OCTOBER 2, 1888.

HIS Excellency the Governor evidently entered most thoroughly into the spirit of the proceedings which took place yesterday in connection with the College of Medicine for Chinese. While he did so, he must have increased threefold the pleasure which he enjoyed, for he was charmed by the past inaugural address of the Dean (Dr Manson), he was pleased with the report of the Hon. Secretary (Dr Cantlie) upon the work of the year, and he was overjoyed by the noble prospect of the future which the successful establishment of the College furnished to this Colony. Most of the audience assembled yesterday in St. Andrew's Hall must have either heard or have read Dr Manson's memorable address, and they had already looked upon as historical the pleasurable feelings which its noble sentiments called up at the inauguration of this institution. The high estimate which Sir William Des Vœux has formed, therefore, of the high-minded disinterestedness which has found expression in the foundation of this College of Medicine for the Chinese—the keynote of which was so admirably given in the Dean's inaugural address last year—is creditable alike to the Governor and to the College authorities. Indeed, if His Excellency will excuse the remark, the Governor's own address on the occasion was about as creditable an appearance as he has yet made before the public of Hongkong. He did more than grasp, with a most sympathetic appreciation, the object of the founders of the College; he pointed out and made an estimate of the difficulties that were yet to be met with and disposed of; and he went on to clearly set forth that, although such a College naturally would look to private munificence for its main support, it was a most fit and proper object for substantial aid from the Government. This last proposition he endeavoured to prove upon the broadest basis of self-interest, by stating that, apart from philanthropic motives, the success of this College as a seat of learning for the Chinese Empire meant an increase to the general prosperity of this Colony of Hongkong. It will perhaps be time enough to test the soundness of this proposition when the College has done a few more years of plodding work; but we do not for a moment think that the usefulness of the College of Medicine is likely to be lessened by the absence of material support. Any large paid staff for the present would be, of course, absurd. The disinterested gratuitous character will assuredly continue to attach itself to the College until the young institution finds its feet, and can walk alone; while the increase of the registered names of students means a corresponding increase of fees. Of course, any effort to give to the College a local habitation is a different matter from purely monetary aid; and in such a direction the assistance of the Government might very reasonably and properly be extended to such an institution. As Dr Chalmers truly observed, the body of teachers now labouring in the College are a body of missionaries; and, indeed, the only marked difference between these medical labourers and the missionaries proper would appear to be that there are fewer jars in the intercourse of the one body than are supposed to exist amongst the other. Probably this is owing to the fact that the basis of the Collegiate work is of a much broader and of a less dogmatic character than that too frequently adopted by the missionaries of the various denominations who labour in this part of the world. Be this as it may, it is gratifying to know that the College authorities and the professorial staff work so well together in their disinterested labour of love. We do not think that any cavillers are likely to arise against the action of the Governor, foreshadowed yesterday by the Head of the Executive, in favour of this laudable undertaking. H. E. Lieut.-General Cameron, when referring to the prospects of the College, remarked that the Government could do but little, and that this small Colony could not do so very much, however willing and generous it was. His hope lay in the people at Home, and we wish that we could join in such an expectation. The gallant General is apparently a believer in the power of the Press, and thinks that, if properly brought before the Home Public, the success of the College would be assured. For the sake of the grand object aimed at, and for the sake of the noble band who have already put their hand to the plough, we trust that all the best hopes of the warmest well-wishers of this institution will be more than realised. But we believe that such success will be gradual, and of the tortoise order—not any the less satisfactory, however, on that account. And who knows but that perhaps the Chinese themselves will in good time become the strongest supporters and the most substantial helpers in this movement which has for its direct object the improvement of the Empire on whose borders our lot has now been cast? Let the noble band work and wait, and progress will bring with it certain support.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Bordeaux*, August 10; *Henley*, 31; *Cyclops*, *Elektra*, Sept. 7; *Regal*, 11; *Galley of Lorne*, *Glenfinlas*, 14; *Saghalien*, *Telamon*, *Niobe*, *Pathan*, 18; *Titan*, 21; *Glenorchy*, *Laertes*, *Victory*, 25; *Pembrokeshire*, *Wordsworth*, 28.

Homeward Bound:—*Cascapedia*, Aug. 14; *Glenfruin*, 31; *Glenartney*, Sept. 4; *Glenearn*, *Stanmore*, *Marcia*, 11; *Glencagles*, *Telemachus*, 21; *Natal*, *Bayern*, *Polyhymnia*, *Teviot*, 25; *Bengloe*, *Stentor*, *Regius*, 28.

The O. & O. Co.'s s.s. *Oceanic*, with the American Mail of September 3rd, left Yokohama on Friday, the 28th ult., and may be expected here on or about Thursday, the 4th Oct.

The Norddeutscher Lloyd's S. S. Co.'s steamship *Neckar*, with the next outward German Mail, dated Berlin, 4th Sept., left Singapore on Sunday, the 30th ulto., at daylight, and may be expected here on or about Friday, the 5th inst.

The Canadian Pacific Line steamer *Albany* left Vancouver for Hongkong via Japan on the 14th ult.

The D. D. R. steamer *Lydia* left Singapore on the 26th ult., and may be expected here on or about the 2nd inst.

The O. S. S. Co.'s steamship *Antenor*, from Liverpool, left Singapore on the 27th Sept., and may be expected here on or about the 3rd October.

The Austro-Hungarian Lloyd's S. N. Co.'s steamship, *Amphitrite*, from Trieste, left Singapore for this port on the 28th Sept., and may be expected here on or about the 4th Oct.

The O. S. S. Co.'s steamship *Hector*, from Liverpool, left Singapore on the 30th ult., and may be expected here on or about the 6th inst.

The China Shippers Mutual S. N. Co.'s steamer *Kaisow*, from Glasgow and Liverpool, left Singapore on the 1st instant, and may be expected here on or about the 7th inst.

The O. S. S. Co.'s steamship *Nestor*, from London, left Singapore on the 1st instant, and may be expected here on or about the 7th inst.

It appears to have been found impossible to get together a cricket team here to go to Shanghai.

We hear that the *Visayas*, with regard to which there was some anxiety expressed yesterday, turned back to Manila and did not leave again till Saturday. She is now due.

Mr W. Holland, British Consul at Newchwang, in acknowledging receipt of subscriptions on behalf of the sufferers in his neighbourhood, says that about three thousand square miles are under water more or less.

William Cuttle, overseer at Taitam waterworks, charged his servant boy, before Mr Pollock in the Police Court this morning, with stealing three silver chains of the value of $35. Defendant denied the charge and the case was remanded.

Messrs Butterfield & Swire inform us that the O. S. S. Co.'s steamship *Hector*, from Liverpool, left Singapore for Hongkong on the 30th ulto., and the same Company's steamship *Nestor*, from London, left Singapore yesterday afternoon, for this port.

Fire broke out this morning on board of the s. s. *Benvenue*, while the vessel was lying alongside the wharf at Kowloon. It is supposed that the phosporous strewn about the decks during the typhoon the steamer encountered, on becoming dry, had ignited. The fire was extinguished by a few buckets of water before any serious damage was done.

We would draw attention to the advertisement in another column with regard to the variety entertainment to be given in the City Hall on the 6th instant, for the benefit of the widow and family of the warder Pereira, who lost his life at the recent chain-gang outbreak. We trust, in view of the deserving object, that there will be a large house.

A daring and successful robbery is reported to have taken place late last night or early this morning in the house of a Chinese compradore in Hollywood Road. The thief, who it is believed must have secreted himself in some part of the house before the inmates retired last night, is credited with having carried away $500 in money, besides valuables to the amount of $700. The police are investigating the affair.

The Norwegian barque *Dione*, from Sourabaya to San Francisco, sugar laden, has had to put into Hongkong disabled. The Captain reports that the vessel met with a terrific typhoon in the Bashee Channel on Tuesday and Wednesday last. During the storm the main-mast head, fore and mizzen topmast and jibboom were carried away and the decks swept. The Captain was slightly injured, the chief mate broke his arm, and the crew suffered badly.

The Band will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following will be the programme:—

March	'Borderer'	Vincent.
Valse	'Tendresse'	Waldteufel.
Overture	'Ménétrier de St. Waast'	Herman.
Valse	'Das Kleine Fischermädchen'	Waldmann.
Potpourri	'Extravaganza'	Ochs.
Selection	'Pepita'	Lecocq.

John Moran, Bandmaster.

A private of the 58th Regiment, named Henry Constable, was brought before Mr Pollock in the Police Court to-day, charged at the instance of Wm. Barton, fireman on board the s. s. *Aberdeen*, with stealing $2. Complainant stated that he went to Macgregor Barracks last night to get a drink, and while in the canteen missed from his pocket two $1 notes, which he charged defendant with stealing. After hearing the evidence his Worship found the charge proved, and sentenced the accused to six weeks' hard labour.

A large seizure of opium was made in a boarding-house at 91 Praya Central this afternoon. Armed with a warrant several excise officers, accompanied by a police constable, entered the house and found a number of ingeniously concealed tins containing in all 480 taels of opium. The tins which were of a variety of shapes, constructed evidently to be hidden in the most unsuspected places. The opium was taken to the Central Police Station. No arrest was made, apparently because no one in the premises could be described as in possession of the tins.

A correspondent writes us as follows:—'A "pillar" letter box is a great desideratum at the Peak, or say *one* at the Tramway Station and *one* at Plunkett's Gap, or near it—to be cleared perhaps at 8 or 9 a.m. and 2 or 3 p.m., the letters of the latter clearing to be delivered in Hongkong before 5 p.m. People at the Peak have no means of getting a letter delivered below, or posted, without sending it down. I am sure the postman would be allowed to travel free by Tramway—and it need not take him more than an hour to go and return.' We think the suggestion of our correspondent is one which ought to commend itself to the Post Office authorities. Whether the postman is allowed to travel free or not, the Peak district has now assumed an importance which makes the absence of postal facilities a scandal.

The report of the death of Captain Cole, of the P. & O. steamer *Nepaul*, now telegraphed, will be read with general regret. When the news of the accident to that steamer was first received here, and that the *Nepaul* had got back to Marseilles Harbour in safety, there was a portion of the telegram which read—'since died of heart disease.' The local Superintendent (Mr Woodin) was afraid that the above reference was to Captain Cole, who was in command, but rightly refrained from publishing anything about the sad fatality until more specific news was received. Now we learn that such was the case, and that the Captain did not long survive the shock of the accident, he being the only one who suffered seriously thereby. He was a brother of Captain Cole, of the *Venetia*, now in this Harbour.

While the S. S. *Japan* was on her way from Singapore to Hongkong on the 27th ult., a disturbance took place among the Chinese passengers, of whom there were over 500 on board, an alleged result of which was the death of one of the number, named Lam Shing Hok. Five of the passengers were this afternoon brought before Mr Pollock in the Police Court charged with causing the death of this man. Captain G. B. Pallett of the *Japan* said that about 3.30 on the morning of the 27th ult. he was awakened by hearing shouts in the after part of the ship and found that a disturbance had occurred among the Chinese owing to an attempted theft. The witness got this information from the gunner on duty, who also told him that a man who had been caught in the act of stealing another's box had been 'made fast.' On coming on deck at six o'clock witness was told that this man was dead. The body was lying on the deck covered by a piece of canvas. Witness removed the canvas and looked at the man's face, which he said bore no marks of violence. He did not examine the body. The deceased was committed to the sea that afternoon. There was no surgeon on board. Five men were brought before the Captain on the same day as the men by whom deceased was accused of stealing. A brother of the deceased stated that the five prisoners beat the man with their fists 'until he was about to die,' and then 'tied him up with a string' on deck, and that he died shortly afterwards. From other evidence it appeared that deceased had been in ill health, and the story of his brother as to the beating was not supported. The Captain said when he was informed that the alleged thief had been 'made fast' he understood him to have been put in irons. He supposed the man had died from natural causes. The case was not concluded when we went to press.

'The British Channel and the British public' is an ably written pamphlet on the comparative merits of the routes between England and the Continent. The conditions are safety, regularity, comfort, and speed, and he demonstrates that the route from Dover to Boulogne meets these requirements better than any other. He recommends that the mails should be sent by this route, in steamers of not less than 800 tons, and suggests the P. and O. Company might undertake their transport to the benefit of the public and themselves.

The Governor of Macao, Senhor Firmino da Costa, who has been engaged in a not very dignified struggle with the Municipal Council of Macao, has been transferred to a West African Colony and his henchman, the Colonial Secretary, has, it is said, been dismissed. We indicated some time ago that Governor Costa had resigned and that Senhor da Roza was to assume the Governorship of Macao, with the office of Plenipotentiary to the Court of Pekin.

The following, which appears to-day in the *Chung-ngoi-san-po*, is worth recording as an illustration of the state of native intelligence in regard to natural science. Can any one fathom the perspective absurdity of the figures?—'It is said, man can see best on the level, beasts can see best upwards, and birds can see best downwards, therefore when man looks at things above him or at things below him he sees them small. But who would think, that when things on the level are looked at too far off, although one should strain his eyes to the utmost, they cannot be seen at their natural size? Let there be two men standing opposite each other, if they are 328 yards off they will make out (each other) one-third of their height, at 437 yards, they will make one-fourth of their height, at 546 they will make one-fifth, and so on till they vanish to nothing in the distance.'

It seems that one yard is first reckoned off perhaps for the space occupied by the two men in immediate contact, then 109 yards is assumed as the distance at which they can see each other at their proper size. Multiplying 109 by 3 and adding on the one yard gives 328, the first distance mentioned; the others being got by additions of 109. There is a faint glimmer of truth in the proportions, perhaps indicating that some rays of light from the Central School have reached even as far as the editorial mind that presides over the *Chung-ngoi-san-po*.

We hear that something like a practical and determined effort is at last being made to improve the condition of the Government Fire Brigade. We mentioned some time ago that it had been resolved to increase the remuneration of the European firemen to the extent of doubling it; and considering the fact that the pecuniary inducements which the Government offered for service in the Brigade had, chiefly in consequence of the increase of work, come to be regarded by Europeans as quite inadequate, this was a step which was rendered absolutely necessary in order to avert what looked like an impending collapse. But it appears that something more than this inevitable expedient resulted from His Excellency the Governor's determination to place the Brigade on an improved footing. It has been arranged, we learn, that half-a-dozen men of the 58th Regiment shall form part of the Brigade, and that they will take duty every night at the Central Fire Brigade Station, remaining on duty till 6 a.m., so that they will always be in readiness when the alarm bell rings to get an engine out and take it at once to the scene of the fire. This will undoubtedly be a very useful contingent, and if the lesson of the Lyndhurst Terrace fire produces no other result it will not have been in vain. The military contingent, we understand, will be exempted from drills in Barracks.

A telegram has been received at Shanghai announcing the death at Chefoo on the 27th instant of Mr H. L. [illegible]orris, the Head Master of the Protestant Collegiate Boy's School at that port. We understand that he had been bitten by a dog, and died of hydrophobia.—*N.-C. Daily News.*

The Governor of Herat reports that the Maimana loyal troops have expelled Ishak's supporter from Andkhoi and Daulatabad. News from Afghan-Turkistan states that Ishak sent one of his leading men with troops to Maimana to endeavour to win over the regiments who deserted him. This force was met at Belchirag, 30 miles east of Maimana, by detachments of the Herati regiments, and after some fighting was dispersed and driven back. Ishak is reported to have six or seven thousand men under arms, his head-quarters being in the neighbourhood of Tashkurgan. The Amir has sent reinforcements northwards from Kabul over the Hindu Kush to Khinjan, while the Deputy Commander-in-Chief from Ghazni has reached Bamian with between 3,000 and 4,000 men. He advances immediately. If Ishak's troops fight, the encounter will probably be at Heibak. Abdulla Khan, the Governor of Badakshan, has entrenched himself at Khanabad, where he has 2,000 men with twelve guns. He thus bars Ishak's way eastwards. The Governor of Herat confirms the news of the defeat of the insurgents at Belchirag.

We have received the first number of Captain Horace Hayes' new weekly venture in sporting journalism, which appeared on the 14th inst., and is published for the proprietor by Thacker Spink & Co., Calcutta. It comes out under the style of *Hayes' Sporting News* and is a 16-page publication of handy size, in typography and width of column closely resembling the *Whitehall Review.* The editor in his opening paragraphs lays down the general lines, on which his paper will be conducted; the whole field of sport will be covered, special attention being given to racing and turf matters generally. Horse management and veterinary surgery will have a prominent place, while cricket, athletics and the drama will have their importance in Indian social life fully recognised. Space will be devoted to the printing of race meeting programmes and lists of entries with all kindred information calculated to make the paper a useful reference for all interested in sport. *Hayes' Sporting News* will, we are sure, be found of value to lovers of sport throughout the East. The tables of racing fixtures at the end are a feature sure to be approved of and the veterinary notes will be appreciated by all possessors of horses who take a genuine interest in the health and condition of their animals. We feel certain that Captain Hayes will score a success with his new paper.—*Singapore Free Press.*

The scarcity of Freight, it is said, is likely to interfere with the free export of tea during the remainder of this month. Freights, for the moment, are lower in Colombo than at most Eastern ports and consequently steamers do not care to call, or they fill up with cargo before coming here. It was expected the P. & O. steamer *Oceana* would relieve the pressure, but we learn she has only room for half the quantity anticipated. Freights have risen to-day about 7s 6d per ton, but there is no appearance of steamers coming to the rescue, and we suppose 1,000 tons will cover all the freight that can be made available, chiefly by P. & O. vessels, for Ceylon produce up to the end of this month. Let us say that two-thirds will be for tea, and we get 750,000 lb. to be added to the 19,518,398 lb. already shipped, giving a total of 20,268,398 lb. for the season. This scarcity of freight was, of course, a matter not at all counted on, in connection with the year's estimates of tea exports. We have no doubt that by the early days of October freight will be plentiful again.—*Ceylon Observer.*

It is interesting to hear that Sir William Fraser has identified the house in which the Duchess of Richmond gave her famous ball on the eve of the Battle of Waterloo. The incidents of that evening are historical, but perhaps not everyone is aware that the belle of the ball is still alive and vigorous in the person of the Dowager Lady de Ros, who in 1815 was Lady Georgiana Lennox, eldest daughter of the Duke of Richmond. Lady de Ros was born in 1795, and is still in full possession of her bodily and mental faculties. Her youngest sister, Lady Louisa Tighe, born in 1803, was taken out of her bed on the night of the famous ball and brought down to the ball that she might have the honour of buckling on the Duke of Wellington's sword as he set out to the ever-memorable field. These venerable ladies are the aunts of the present Duke of Richmond and Gordon. Lady de Ros was the belle of the ball on that memorable night. When, however, twenty years ago, Lady de Ros visited Brussels and examined the locality carefully, she came to the conclusion that the ball-room had stood in the garden behind the Duke's house, and that since then it had been razed.

From Paris to Samarkand.—A special train is to leave Paris on Sept 1 for Samarkand. It is described in the advertisement as 'un voyage d'excursion;' sleeping cars are to be provided, and it is announced that every means have been taken to make the journey as comfortable and little fatiguing as possible, so that ladies may be tempted to go. The price of the ticket for the whole journey there and back, including food, interpreters, steamboats, carriages, &c., is to be f.5200 or £200. The trip will take two months, and for that length of time the cost does not seem extravagant. The route will be *via* Vienna, Cracow, and Lemberg to Kief, the Mecca of Russia. Thence the travellers will go south to Odessa, and cross the Black Sea by Sebastopol, where a day or two is to be spent, and Balaklava will be visited. The party will then have to be taken in carriages through the Baidar Valley, the Tempe of Russian poets, to Yalta; in this part of the trip they will pass Woronzoff's Villa, Livadia, and other palaces on the southern shore of the Crimea. At Yalta the steamer will be again taken, which lands them next on the Circassian coast, at Novo Rossisk—this used to be called Sudjak Kaleh. Here the excursionists enter the Caucasus, and after visiting a number of places of interest pass through the finest scenery of Circassia, including Kasbet, by Vladi-Kaukas, in post conveyances—the railway communication is not yet complete at the point—on to Tiflis. A day will be spent in the capital of the Caucasus, and the train will then be entered again which takes them on to Baku. Ouzoun Ada is the terminus of the Transcaspian line. The excursionists will here pass on through the country of the Goklans, Tekkes and other Turcoman tribes, to Askabad. Merve is the next place. After this the Oxus has to be crossed, and Samarkand, where there is a good deal to be seen. It was the capital of Taimour, known better as Tamerlane. This excursion is an outward and visible sign of the wonderful way the East is being opened up, and of the extension of our geographical knowledge.

Quite a romantic story comes from Annam. M. de Mayrena started some time since, with the concurrence of the Governor-General, for a voyage of exploration to the Moï country. Accounts have been received of him at various times, and he had been everywhere cordially received. Lately reports had come that the traveller had made treaties with the Mois 'in the name of the French Government.' But the surprise has now come of the ascent of the Throne of Marie I. and the promulgation of the Constitution. According to the *Temps* the following is the text of this document:—

To-day, 3 June, 1888, the Chiefs of all the territories who have signed a treaty with M. Marie de Mayrena, and who has been recognised as Supreme Chief, with the men of their tribes of the village of Kou-Gung, have, after translation and explanation, decided to accept the following Constitution:—

Art. I. The independent territories which are allied this day take the name of the Moï Confederation.

Art. II. The Sedang country being the largest in this Confederation, the Kingdom will take the name of the Sedang Kingdom.

Art. III. M. de Mayrena, already recognised as Chief, is elected King of the Sedangs.

Art. IV. The Kingdom is hereditary; but the King, if he wishes, can designate a successor apart from his family. Always provided that the Chiefs agree to him by a majority of votes.

Art. V. The national flag shall be blue, with a white cross and red star in the centre.

Art. VI. The King has absolute authority. He commands all the civil and military chiefs, and regulates the differences which may break out between them.

Art. VII. He decides for war or peace with the assistance of a council composed of the chiefs of the tribes.

Art. VIII. The Kings nominate the soldiers, and designates those to command them.

Art. IX. Lands are only alienable to strangers with the consent of the Tuoules, and every alienation must be sanctioned by the King.

Art. X. In future human sacrifices are interdicted.

Art. XI. All religions are free in the Sedang kingdom.

Art. XII. Besides the general council, the King will nominate a private council, charged with current affairs.

Art. XIII. Every modification of the present constitution shall, to be valid, be decided, the King present, by the grand general council.

Done at Kou-Gung June 3, 1888.

A missionary, Father Guerlach, countersigned the Constitution, and attested that it had been well and duly signed by the high contracting parties. All the details seem to have been properly carried out, even to the solemn benediction of the flag. A decoration and an *Ordre de Chevalerie* have been constituted. The new King, it it is said, will shortly leave for Paris. His country is believed to be very auriferous, and doubtless French capitalists will be solicited to work it.

The charmingly designed Chinese Pavilion at the Inventions and Colonial Exhibitions has fallen on evil times. One had afternoon tea there, and dinner *à la Chinoise*, and we used to call it 'the Hongkongeries.' It now stands on the bank of the river Thames at Kew, uncared for, friendless, and dingy. A board proclaims the fact that 'this charming tea-house is for sale; for particulars apply to,' &c. Verily, it is a pity that such a clever and artistic building should be lost. Will not some benefactor buy it as it stands, and set it up as a luncheon and tea house somewhere higher up the river, say opposite Cliefden Woods, above Maidenhead? It would be mighty popular.

Death of Mr R. A. Proctor:—Mr Proctor's death will be regretted in all parts of the world where his books have been read or where he has lectured. *Men of the Time* gives the following record of his life:—Proctor, Richard Anthony, B.A., was born at Chelsea, March 23rd, 1837, and in boyhood was educated chiefly at home, having had bad health for several years; subsequently he pursued his studies at King's College, London, and St. John's College, Cambridge. He graduated as 23rd Wrangler in 1860. He was appointed an honorary Fellow of King's College, London, in 1873 and Fellow of the Royal Astronomical Society, in 1866. He was appointed Honorary Secretary of that society, and editor of its Proceedings, in February 1872, but resigned these offices in November 1873. Having analysed results collected by the Herschels, Struve and others, and carried out a series of original researches, including the construction of a chart of 324,000 stars, Mr Proctor was led to a new theory of the structure of the stellar universe; investigated the conditions of the Transits of Venus in 1874 and 1882, and published many illustrative charts. He maintained, on theoretical grounds in 1869, the since established theory of the solar corona, and also that of the inner complex solar atmosphere afterwards discovered by Young of America. Among his works are: 'Saturn and its System,' 1865; 'Handbook of Stars,' and 'Gnomonic Star Atlas,' 1866; 'Half-hours with the Telescope,' 1868; 'Half-hours with Stars,' 1869; 'Light Science for Leisure Hours,' and 'Elementary Astronomy,' 1871; 'Borderland of Science,' and 2nd series of 'Light Science.' 1873; and 'Transits of Venus,' 1874; 3rd edit., 1878. In 1879 Mr Proctor left England for America and Australasia. He lectured in all the principal towns of Victoria, New South Wales, South Australia, Tasmania, and New Zealand. He started *Knowledge* as a weekly journal in 1881, but altered it to the monthly form in 1885. Since 1878 he has published several volumes of essays on scientific and general subjects, two treatises on 'Whist' and one on 'Strength and Happiness.' One of the greatest treats to visitors to the metropolis was to hear Mr Proctor lecture, and especially on one or other branch of his favourite topic, astronomy. For elocution and aptness in delivery and for the interest lent by illustrative lime lights, his lecture on 'Other Worlds,' for example, was unsurpassed even at the Royal Institution.

TESTIMONIAL TO MR W. ROSS.

We have been favoured with a copy of the following letter forwarded to Mr Ross by Mr J. B. Coughtrie on behalf of the Insurance Companies of Hongkong:—

Hongkong, 26th September, 1888.

To Mr William Ross, Present.

Dear Sir,—In congratulating you upon your recent liberation from Hospital after eight months' confinement owing to the severe injuries you received in December last, I feel that I only embody the sense of gladness and satisfaction shared by the whole community at your happy recovery.

From the time when your life was despaired of until you were pronounced out of danger, your friends eagerly looked for the daily reports upon your condition, and when they were encouraged to entertain hopes of your eventual recovery a spontaneous desire to testify in a tangible manner to the esteem in which you were held became very evident.

As a fireman, and the head of the Volunteer Fire Brigade, you were most generally known, and in that connexion you met with your accident. It was fitting, therefore, that the Insurance Companies, who have for 14 years benefited greatly through your voluntary exertions and unselfish example, should take the lead in the movement that resulted. A Fund, called 'The Ross Testimonial Fund,' was headed by the 'Hongkong' and 'China' Fire Insurance Companies, and nearly all the English and Foreign Fire Insurance Companies represented in the Colony followed on. At the same time additions to the fund from private sources, some of them anonymous, were made, but in deference to views you were known to have expressed no publicity was given to the movement, and probably to this day some persons and firms are unaware of it. As Honorary Treasurer of the fund I have now the pleasure to perform a final duty and hand you a Pass Book showing an amount at your credit in the Hongkong and Shanghai Bank of Nine Thousand Three Hundred and Twenty-Five dollars, which, it is hoped, you may be pleased to receive with the very best wishes of the subscribers for your complete recovery and the enjoyment of many happy years.

I remain, Dear Sir,
Yours faithfully,
Jas. B. Coughtrie.

The following is the reply forwarded by Mr Ross to Mr Coughtrie on receipt of the letter:—

Hongkong, 29th September, 1888.

To J. B. Coughtrie, Esq.,
Hon. Treasurer of
'The Ross Testimonial Fund.'

Dear Sir,—I beg to acknowledge receipt of your kind letter of the 26th inst., and also the very handsome and most unexpected Testimonial accompanying it, and would ask you to be good enough to convey to the different Fire Insurance Co.'s and gentlemen, who have so generously and substantially shown their appreciation of my services as a Volunteer Fireman, my sincere thanks for their true kindness. It would be affectation to say that your generous gift is not welcome for its own sake, yet I will ask you to believe that the kindly words accompanying it have afforded me the deepest gratification, and although I cannot but regard them as flattering, deeply sensible of my own shortcomings in many ways, it is pleasant to one so completely put aside as I have been to be so pleasingly told that 'out of sight' was not at all 'out of mind.' My Volunteer days are cut short, yet, looking back, it affords me some degree of satisfaction to feel that I have attempted to do my duty to the best of my ability, and although my connection with the Brigade has been so rudely severed, I shall watch its future course with sympathy and interest.

Thanking you again for your munificent gift,

I remain, Dear Sir,
Yours faithfully,
W. Ross.

The following is the list of subscribers to the Fund:—

The Hongkong Fire Insurance Co., Limited	$2,000
The China Fire Insurance Co., Ltd.	2,000
Adamson Bell & Co., Agents—	
Singapore Insurance Co., Limited.	250
Sun Fire office	100
Arnhold Karberg & Co., Agents—	
Lancashire Insurance Company.	100
Butterfield & Swire, Agents—	
Royal Exchange Assurance Corporation } London and Lancashire Fire Insurance Co. }	200
Carlowitz & Co., Agents—	
Hamburg Bremen Fire Insurance Co.	250
Gibb, Livingston & Co., Agents—	
Imperial Fire Insurance Company.	250
Gilman & Co., Agents—	
North British and Mercantile Fire Insurance Co.	100
Holliday Wise & Co., Agents—	
Manchester Fire Insurance Co. } London Assurance Corporation }	200
Jardine, Matheson & Co., Agents—	
Alliance Fire Assurance office	250
Lapraik & Co., Douglas, Agents—	
Phœnix Fire Insurance Company	100
Liverpool, London, and Globe Insurance Co.	100
Levy, Alex., Agent—	
South British Fire & Marine Insurance Co.	100
Loxley & Co., W. R., Agents—	
Netherlands Fire Insurance Co.,	50
Melchers & Co., Agents—	
North German Fire Insurance Company } Royal Insurance Company }	200
Meyer & Co., Agents—	
Prussian Nat. Insurance Co., of Stettin	250
Norton & Co., Agents—	
Queen Fire Insurance Co., of Liverpool	100
Pustau & Co., Agents—	
Fire Insurance Co., of 1887, of Hamburg } General Life and Fire Assurance Co }	300
Russell & Co., Agents—	
Batavia Sea Fire Insurance Co. } California Insurance Co. }	200
Sander & Co., Agents—	
Hamburg-Magdeburg Fire Insurance Co.	100
Scheele & Co., Agents	
Lubeck Fire Insurance Company	50
Eduard Schellhass & Co., Agents—	
Hanseatic Fire Insurance Company	250
Siemssen & Co., Agents—	
Transatlantic Fire Insurance Co.	300
Straits Fire Insurance Company, Ld., per John Andrew, Agent	200
Turner & Co., Agents—	
Northern Assurance Company	150
	$8,150
Amount of private subscription list	$1,175
	$9,325

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before Hon. J. Russell, Acting Chief Justice).

Tuesday, October 2.

The monthly Criminal Sessions were resumed this morning.

His Lordship said in reply to Mr Francis, Q.C., that he would hear counsel in the afternoon with reference to the application for arrest of judgment made by Mr Robinson on Saturday, on behalf of the master of the Kut Fung shop, who was found guilty along with his three shopmen of conspiring to defraud the Straits Insurance Company.

LARCENY OF $600 BY A TRADER.

Lam Pak Hing, trader, was charged with larceny of $600. Dr Ho Kai, instructed by Mr Ho Wysun, appeared for the prosecution; and Mr Francis, instructed by Mr Dennys, for the defence. The prisoner pleaded not guilty, and the following gentlemen were sworn as a jury:—Messrs J. H. Maclehose, A. L. Furent, S. H. Joseph, W. C. Murray, I. E. David, Francisco Remedios and J. A. Barretto.

Dr. Ho Kai said the prisoner was charged on three counts, first, with having stolen bank notes of the value of $600, second, with having received the notes knowing them to have been stolen, and third, with having harboured and maintained a certain person who had stolen the notes. This was not an ordinary case of stealing; it was a case of picking up bank notes in the street and afterwards keeping them, which under certain circumstances in the law amounted to stealing. He should call evidence to show that the complainant, Wong Chee, master of the Sun Wo Lung shop, on the 16th August last about 10 p.m. had occasion to go to an eating house in the same street as his shop, at which time he had in his pocket $600 in bank notes inside an envelope which bore his name and address. While he was in the eating house he had occasion to notice that the notes were in his pocket. After he left the eating house he returned to his own shop, and as soon as he arrived there he he found that the envelope with the note had disappeared. He at once made a search, first of all in his own shop and then went towards the eating-house searching every inch of ground as he went along, but without success. Then evidence would be called to show that three days afterwards he was informed that a certain man had picked up the notes. The prosecution had luckily found a man who happened to be passing the eating-house just after the complainant left it and noticed a man who was going in front carrying a lantern stoop down and pick up an envelope off the street. The man who was seen picking up the pocket, the complainant was informed, was in a shop known as the Ko Fung shop. He at once went to the shop and made inquiries. He accosted the accountant of the shop with the question whether he knew anything about some lost bank notes. The accountant being apparently an honest man said he did know something about it and that it was a certain fellow employee of his who picked them up. From this the complainant came to know that defendant had this money. The complainant applied to the defendant, and although the latter must have known that the complainant was the owner of the notes he refused to give up the notes and had dishonestly kept them.

Evidence was then called.

Mr Francis, in stating the defence to the jury, said they would have seen from the questions he had asked the witnesses for the prosecution that he did not intend to dispute for a moment that the complainant lost this money and in the way he stated. The defence also admitted that Wong Wing, who was an intended son-in-law of the prisoner, found the money, but the defence was that Wong Wing so far as the prisoner knew kept the money to himself. Further he had to say that the accountant in the prisoner's shop, who was the principal and in fact the only witness against the prisoner, shared the plunder with Wong Wing. The money was brought to the shop by Wong Wing and given into the custody of the accountant. Wong Wing got the money back next morning and went away, and there was some quarrel or disagreement between him and the accountant before he left as to whether he had got back the whole of the money. Wong Wing bolted and had never been seen since and the prisoner had no means of finding him out. It would be further proved by the evidence of one of the shopmen who was in the shop that night that the prisoner never went near the shop that night. He did not live there but at one of his other shops, and not being at the shop in question he could not have received the money. The same witness would also tell the jury that Wong Wing slept in the shop that night and went away next morning, having got the money from the accountant. A witness from the prisoner's dwelling-house would also be called to prove that the prisoner was never out of his house that night. He need not call the attention of the jury to the fact more than casually, that the point which the prosecution endeavoured to make against the complainant was that the money came into his possession, and the jury must have noticed the difference between the statements of the last two witnesses here and the statements they made at the Police Court. They had improved the evidence since they gave it there. To read their other statements the jury would necessarily come to the conclusion that the prisoner had never admitted that he was in possession of the money. He admitted that his foki had it and very naturally put the question to the complainant's foki 'How do I know your people lost it?' Thinking or finding between this and then that that was not quite enough to fix the prisoner with the actual possession of the money, these two witnesses had very considerably improved their evidence and now insisted that the prisoner admitted in so many words that he had the money in his possession there and then. This was a very important point for the jury's consideration and he asked them to bear it in mind. The evidence given by these men in the Police Court was perfectly consistent with the defence.

Evidence was then called.

The jury found the prisoner guilty on the first count by a majority of 5 to 2.

The point of law raised by Mr Robinson at the trial of the master and fokis of the Kut Fung shop on Saturday was briefly argued by Mr Robinson and Mr Francis in the afternoon.

His Lordship said it might be thought a smart thing to raise a point of this kind after the trial, but he thought it should have arisen on demurrer. He had looked into the matter carefully, and he thought it unnecessary to trouble Mr Francis to argue the point at length. Decision would meanwhile be reserved.

The Court adjourned till Thursday morning at 10.30.

NEWS BY THE ENGLISH MAIL.

The P. & O. steamer *Hydaspes* arrived yesterday afternoon with the English Mail of 31st August. We take the following telegrams from our exchanges:—

COUNT KALNOKY AND PRINCE BISMARCK.

Vienna, Sept 15.—Count Kalnoky starts to-day for Friedrichsruhe to interview Prince Bismarck.

Vienna, Sept. 16.—The *Fremdenblatt* says that the interview between Prince Bismarck and Count Kalnoky will strengthen the prospects of peace and reaffirm the accord that exists between Germany and Austria.

FRANCE AND THE AFRICAN SLAVE TRADE.

Paris, Sept. 15.—The French Admiralty have issued orders to the French men-of-war on the east coast of Africa to chase all slavers and especially if under the French flag.

TIPPOO TIB REPORTED FAITHFUL AND STANLEY BELIEVED TO BE SAFE.

Brussels, Sept. 16.—A Belgian traveller named Van Gele, who has just arrived from the Congo, says that he is confident of the fidelity of Tippoo Tib, and believes Stanley to be safe.

THE PARNELL COMMISSION.

London, Sept. 18.—The Parnell Commission met yesterday. Sir James Hannen, the chairman, announced that the conduct of the inquiry will be on the lines of an ordinary action in a court of law, and that the *Times* being the accuser should open the case. Sir Charles Russell appeared as counsel for the Parnellites, and Sir Richard Webster for *The Times*. Sir Charles Russell's demand for the production of the forged letters was granted. Permission to examine Egan in America and for the release of Mr Dillon to enable him to assist the defence was refused as being premature. The Commission afterwards adjourned until October 22nd.

SIR CHARLES WARREN.

London, Sept. 13.—Sir Charles Warren denies the rumour that he intends resigning the Commissionership of Police for a post at the Cape.

THE EMPEROR OF GERMANY'S TOUR.

Berlin, Sept. 12.—The Emperor William will arrive at Vienna on 4th October and at Rome on 11th October.

MARRIAGE OF THE DUC D'AOSTA.

Turin, Sept. 12.—The marriage of the Duc d'Aosta with his niece Princess Marie Letitia Bonaparte was solemnized here today with considerable pageant.

GENERAL BOULANGER.

Paris, Sept. 12.—General Boulanger has arrived at Christiania, where he has gone on a pleasure tour.

ITALY'S ACTION AT MASSOWAH.

Constantinople, Sept. 12—Owing to Signor Crispi citing Article 10 of the Suez Canal Convention in support of the Italian action at Massowah, the Porte insists on a pending a declaration explaining the article: otherwise the Sultan will not ratify the Convention.

THE ANTI-GERMAN OUTBREAK IN ZANZIBAR.

Zanzibar, Sept. 13.—The Sultan's troops have succeeded in tranquillizing the natives who were hostile to the landing party from the German gunboat *Möwe*, but the German officials have quitted Tanga and Pangani.

DEATH OF MR R. A. PROCTOR.

London, Sept. 14.—Obituary.—Richard Anthony Proctor, the Astronomer.

FRESH LOAN BY RUSSIA.

London, Sept. 14.—A sum of six hundred thousand pounds in notes has been withdrawn from the Bank of England for Russia.

THE ENGLISH PRESS ON THE MURDER OF MAJOR BARTTELOT.

London, Sept. 14.—The newspapers in discussing the murder of Major Barttelot urge the futility of organizing a fresh expedition in aid of Stanley, and regard the loyalty of Tippoo Tib as doubtful.

DEATH OF CAPTAIN COLE OF THE 'NEPAUL.'

Captain Cole who commanded the *Nepaul* died of apoplexy owing to excitement caused by the stranding of the vessel.

SENTENCE ON MR WM. REDMOND, M.P.

London, Sept. 15.—Mr William Redmond, M.P., who was arrested at Wexford last month, under the Crimes Act, has been sentenced to three months' imprisonment.

THE MURDER OF MAJOR BARTTELOT.

London, Sept. 15.—Major Barttelot was murdered on 19th July.

THE REBELLION IN AFGHAN TURKISTAN.

Allahabad, Sept. 11th.—The latest report from Cabul states that the Ameer's troops, operating from Khinjan, defeated a party of Ishak Khan's cavalry south of Ghori, on the road to Heibak, with the loss of 120 in killed and wounded. The Herat province remains quiet, and no sympathy has been shown for the rebels.

(*London and China Express*, 31st August.)

A Yokohama letter gives particulars of the outbreak of cholera on board the *Impérieuse* previously reported, two men having died while the vessel was at Hongkong, and a third soon afterwards. The outbreak is said to have been due to the abnormally high temperature of the ship, and the correspondent states that even at Yokohama, where the *Impérieuse* now is, 100° is the ordinary temperature between decks. It is so hot that the chocolate becomes liquid and the provisions go bad. The ship's company are described as in great discomfort.

An important report has been issued at Aldershot upon the last experiments with the Maxim machine gun proposed for adoption in the army, the new rifle being tested at the same time in comparison. The general idea under which the weapons were tried was that troops advancing in column and passing over a bridge or through a defile were exposed to fire from the Maxim and from thirty-two marksmen with rifles occupying positions distant 1,070, 1,120, 1,400, and 1,900 yards. At the first position (1,070 yards) the men fired 210 rounds, making 160 hits, or 73·05 per cent.; the gun 305 rounds, making 52 hits, or 17·04. At 1,120 yards the results were:—Men, 216 rounds, 159 hits, 73·61 per cent.; gun, 328 rounds, 274 hits, 83·53 per cent. At 1,400 yards: Men, 216 rounds, 175 hits, 81.01 per cent.; gun, 300 rounds, 231 hits, 77 per cent. At 1,900 yards: Men, 335 rounds, 147 hits, 43·88 per cent.; gun, 250 rounds, 159 hits, 63·60 per cent. At 1,070 yards the gun's traversing gear is stated to have not worked satisfactorily; but generally the depth of ground swept by the bullets was from forty to forty-eight yards.

The *Trafalgar* and *Nile*, which are now being completed at Portsmouth and Pembroke Dockyards respectively, have each one very weak spot which has been repeatedly pointed out by naval men. The armour on the sides, bulkheads, and turrets is good and all that can be desired, but between the turrets, high above the armour plates, there is a central battery to contain twelve 100-lb. breechloaders, the sides of which are only of half-inch steel plating—*i.e.*, able to be swept by the lightest machine-guns. The recent experimental firing at the *Resistance* has shown conclusively that even very thin armour is of very great value, for many shells fired obliquely at the old hulk were harmlessly diverted by her soft iron plates three and four inches thick. As a preliminary to making use of this very practical experience, the Admiralty authorities have ordered calculations to be made of the increased submergence of the hulls which would result from plating the upper central batteries with three-inch steel-faced armour. If the effect of the additional weight will only be a small extra draft, the armour will be built on.

THE THIBETAN DIFFICULTY.

The continued inaction on the part of the Tibetans at the Jalop Pass proves conclusively that their boast of driving Colonel Graham's force from Gnatong and invading Bengal itself was an idle one. If the reports from various sources are to be believed, the Lamas have with much difficulty been able to collect from 10,000 to 15,000 men, and even to drag a few useless cannon to their entrenchments; but having done this, they have still hesitated to take the initiative, and they are now likely to find themselves attacked instead of having the advantage of acting on the offensive. Their hesitation has enabled reinforcements to be pushed up to Gnatong, and they have thus lost their only opportunity of inflicting even slight damage upon our troops. Had the Tibetans made a determined assault upon Gnatong on the 21st ultimo, the date upon which it was expected, and at the same time thrown forward 2,000 or 3,000 men to cut the line of communication, they might have done considerable mischief, though we do not for a moment imply that they could have stormed Colonel Graham's position. As it is, they busied themselves with the building of *sangars* on the slopes of the Jalep and Pemberingo Passes, and these they are now holding in face of a force which has been trebled in strength during the last ten days.

The inaction of the Tibetans is characteristic of orientals, who are ignorant of the art of war, while at the same time they are filled with an exaggerated idea of the power of numbers. In a few days they will probably begin to realise that against breechloading arms numerical strength, where that strength lacks adhesion and organisation, is no advantage whatever—that, in fact, it is almost a disadvantage, as the losses will be heavier the larger the number of men exposed to rifle fire, and the consequent demoralisation of the survivors more complete. The levies which the Lamas have got together are an untrained mob armed with primitive weapons, and once they are forced from the cover of their stone walls their lives will be at the mercy of our soldiers. This is, of course, if they elect to fight, when the attack against them has developed. So far their leaders keep the mass of their men well in reserve on the Chumbi side of the Jalep, trusting perhaps to the natural difficulties of the ground to hinder Colonel Graham's advance; but they may change their tactics when they see that their defensive position is being attacked in earnest. If they mass their levies in the Jalep and on the slopes dominating it they will simplify matters very materially, for such a loss can then be inflicted by Colonel Graham's force as should convince them of the hopelessness of further fighting. If, on the other hand, the Lamas draw off their main body after a show only of resistance they may escape for the time being and may still keep up a pretence of making war. In either case, however, our troops cannot halt on the Jalep; they must push on, whether they encounter resistance or not, and break up the armed gathering in the Chumbi Valley. It would be a false move merely to clear the pass and then retire to Gnatong, for in such a case only a temporary effect would be produced. If Tibetan influence in Sikkim is to be swept away the Tibetans must be driven back to the uplands of their own country and not be allowed to menace the frontier with the mob which they are pleased to call an army. Their presence in the Chumbi Valley, not an integral part of the Tibet plateau at all, can only serve to prolong the guerilla warfare which they have forced upon the Indian Government; and not until they are in full flight northwards can any solution of the existing difficulty be rendered possible. The Government have no more desire or intention of invading Tibet than they had in March last, but operations of war must be carried out on common sense principles, and it would be absurd to carry the Jalep *sangras* and not to push forward to complete the dispersal of the defending force. Colonel Graham has now sufficient troops at Gnatong to venture forward to Chumbi, and this step, we believe, he will take the instant he has completed his preparations for attack. It will now be at Chumbi and not at Gnatong that the Lamas must sue for those terms which they have so stupidly rejected during the past six months.—*Pioneer.*

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching at Yokohama, and San Francisco.

THE U. S. Mail Steamship *CITY OF SYDNEY* will be despatched for San Francisco via Yokohama, on SATURDAY, the 6th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months ... 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full: value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 18, 1888. 1556

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;

also,

MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY landed at PLYMOUTH.

THE Peninsular and Oriental Steam Navigation Company's Steam-ship *BOKHARA*, Captain S. Bason, with Her Majesty's Mails, will be despatched from this for BOMBAY, on WEDNESDAY, 10th October, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than by the direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the Peninsular & Oriental Steam Navigation Company's Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 28, 1888. 1620

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *OCEANIC* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 17th October, at 3 p.m.

Connection Being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months ... 350.00
To Liverpool 325.00
To London 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 27, 1888. 1610

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

also

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 17th October, at Noon, the Company's Steamship *AVA*, Commandant De Fancon, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 16th October, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPREAUX,
Agent.

Hongkong, September 28, 1888. 1617

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

also,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS

The Company's Steamers will call at Southampton to land Passengers and Luggage.

N.B. Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON SUNDAY, the 28th day of October, 1888, 10 a.m., at the Company's Steamship *NECKAR*, Capt. H. Supmer with MAILS, PASENGERS, SPECIE and CARGO will leave this port as above, *calling at* Genoa.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th October inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 1, 1888. 1637

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.

Hongkong, July 15, 1887. 1340

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

Incorporated by Royal Charter of *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co

Hongkong, July 25, 1872. 496

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each English and French Mail Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

Subscription:
Per Annum, - - - $12.00, postage, - $1.00
" Quarter, - - - 3.00, " 0.25
" Single Copy, 0.30.

China Mail Office, Hongkong.

Intimations.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. Taylor.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. Lane, Crawford & Co.'s, and Messrs. Kelly & Walsh, Limited, Hongkong; also, Mr. N. Moaile, Amoy.

Hongkong, March 3, 1888 363

MEMORY.—Loisette's System is easy and interesting, and improves the natural memory. Praised by Mr. R. A. Proctor (Astronomer), many professional men, pupils who have PASSED EXAMINATIONS, who have rapidly learned Arabic and other difficult languages, &c. Lessons by post. Prospectus (English, Français, or Deutsch) post free, from Prof. Loisette, 37, New Oxford Street, London, England. 1723

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Apprentice and Latterly Assistant to Dr. Rogers,)

AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

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(Next to the New Oriental Bank.)

Hongkong, January 12, 1885. 66

ROWLANDS'

KALYDOR cools and refreshes the face and hands of all exposed to the hot sun and dust, eradicates freckles, sunburn, tan, &c., and produces a beautiful and delicate complexion.

ODONTO whitens the teeth, prevents decay, and gives a pleasing fragrance to the breath.

MACASSAR OIL preserves and beautifies the hair, and can be also used in a golden colour. Sizes 2/6; 7/-; 10/6

Ask Chemists for Rowlands' articles, of 20, Hatton Garden, London.

Wholesale and Retail Agents for China: A. S. Watson & Co., Shanghai. 964

MOORE'S GOGO SHAMPOO WASH.

This Wash has proved itself to be the BEST PREPARATION ever presented to the Public.

THE Bases of this compound is made of Gogo Root. The natives of the Philippine Islands never use anything else for washing their hair; you never see them bald, and it is quite common to see the females with hair from 5 to 6 feet long. By using this SHAMPOO WASH as directed, you will never be bald. The Proprietor offers the Wash to the public, being entirely confident that by its restorative properties it will surely arrest decaying hair, completely eradicate scurf, dandruff, and cure all diseases of the scalp; it does not contain any poisonous drugs, but, by its cooling properties allays the itching and fever of the scalp.

Mr. Moore has succeeded in being able to put this Wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

CAMPBELL, MOORE & Co., Ltd.,
Under Hongkong Hotel.

Hongkong, May 17, 1888. 810

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest London Patterns, at *very moderate prices.* 742

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH
MORNING STAR

Runs Daily as a Ferry Boat between Peddar's Wharf and Taim-Tan-Tsui at the following hours:—This Time Table will take effect from the 1st June, 1888.

LEAVES KOWLOON.	LEAVES HONGKONG.
6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
9.45 "	*10.00 "
*10.15 "	*10.30 "
*10.45 "	12.00 "
12.15 P.M.	12.30 P.M.
12.45 "	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.30 "	3.00 "
3.30 "	4.00 "
4.15 "	4.30 "
4.50 "	5.10 "
5.25 "	5.40 "
6.00 "	6.15 "
6.45 "	7.00 "
7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY.

PRICE, $1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from Kelly & Walsh at Shanghai and Hongkong, at Lane, Crawford & Co., Hongkong, and at the *China Mail* Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchor'age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Aberdeen	5 c	Taylor	Brit. str.	2371	Sept. 23	Adamson, Bell & Co.	Yokohama	To-morrow
Abyssinia	5 c	Leo	Brit. str.	3000	Sept. 27	Adamson, Bell & Co.		
Almora	11	Hay	Brit. str.	1718	Sept. 30	Jardine, Matheson & Co.	Batavia	To-day
Benvenue	10	Thomson	Brit. str.	1497	Oct. 1	Gibb, Livingston & Co.		
Canton	3 h	Bremner	Brit. str.	1111	Sept. 29	Jardine, Matheson & Co.	Swatow	To-day
City of Sydney	5 c	Friele	Amer. str.	3016	Sept. 25	P. M. S. S. Co.	Y'hama & SanF'cisco	6th inst.
Crusader	3 c	Ogston	Brit. str.	648	Sept. 25	Soy Sing		
Don Juan	5 c	Marquez	Span. str.	482	Sept. 30	Brandao & Co.	Amoy & Manila	To-morrow
Electra	5 c	Möller	Ger. str.	1106	Oct. 2	Siemssen & Co.	Hamburg	7th inst.
Fushiki Maru	8 c	Francis	Japan. str.	1219	Oct. 1	Mitsui Bussan Kaisha		
General Werder	10	Schuckmann	Ger. str.	1820	Sept. 25	Melchers & Co.	Yokohama	
Hailoong	5 h	Roach	Brit. str.	783	Sept. 30	Douglas Steamship & Co.	Coast Ports	To-morrow
Hydaspes	2 h	Thompson	Brit. str.	1899	Oct. 1	P. & O. S. N. Co.	Shanghai	To-day
Japan	5 c	Pallett	Brit. str.	1865	Oct. 1	David Sassoon, Sons & Co.	Calcutta	5th inst.
Melita	2 c	Mörck	Ger. str.	339	Sept. 27	Wieler & Co.		
Menelaus	5 c	Nelson	Brit. str.	1300	Oct. 2	Butterfield & Swire	London, &c.	5th inst.
Miike Maru	8 h	Pyne	Japan. str.	2080	Sept. 29	Mitsui Bussan Kaisha	Kutchinotzu	
Ningpo	3 h	Schultz	Ger. str.	762	Sept. 30	Siemssen & Co.	Shanghai	To-day
Pakshan	5 c	Young	Brit. str.	517	Sept. 27	Hop Hing Hong	Swatow	To-morrow
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Sarthe	4 c	Lehuedé	Fch. str.	470	Oct. 1	A. R. Marty		
Septima	3 c	Hansen	Ger. str.	783	Sept. 19	Eduard Schellhass & Co.	Kobe	4th inst.
Tetartos	5 c	Peterson	Ger. str.	1587	Sept. 29	Eduard Schellhass & Co.	Saigon	
Tritos	3 h	Bleicken	Ger. str.	1142	Sept. 25	Ed. Schellhass & Co.	Saigon	To-morrow
Venetia	2 h	Cole	Brit. str.	1609	Sept. 30	P. & O. S. N. Co.		
Zafiro	3 h	McCaslin	Brit. str.	675	Sept. 30	Russell & Co.	Amoy and Manila	To-day
Sailing Vessels								
Adolph	5 k	Westergard	Ger. bqe.	867	Aug. 5	Order		
Anna Bertha	5 k	Nielsen	Ger. bg.	400	Sept. 9	Order		
Augusta	3 h	Jessen	Ger. bqe.	473	Sept. 9	Ed. Schellhass & Co.		
Emma T. Crowell	4 c	Pendleton	Amer. bqe.	1086	Sept. 10	Russell & Co.		
Fortune	2 c	Soderstrom	Ger. bqe.	447	Sept. 28	Chinese		
Francis	6 c	Bray	Brit. sh.	1974	Sept. 10	Master		
Golish	5 c	Simpson	Siam. bqe.	554	Sept. 6	Chinese		
Gov. Goodwin	8 c	Peray	Amer. sh.	1469	Oct. 1	Adamson, Bell & Co.		
Great Admiral	4 c	Rowell	Amer. sh.	1496	Sept. 18	Russell & Co.		
Hattie E. Tapley	3 k	McConnachy	Brit. bqe.	907	Sept. 5	Gibb, Livingston & Co.	Sandakan	
Hei Cheong	2 h	Thomsen	Brit. bqe.	325	Sept. 4	Chinese		
Honolulu	3 c	Leary	Brit. sh.	1599	Oct. 2	Melchers & Co.		
John McLeod	3 c	Stuart	Brit. sh.	1500	Sept. 21	Siemssen & Co.		
Lady Harewood	3 c	Williams	Brit. bqe.	382	Sept. 25	Chinese		
L'Avvenire	3 c	Rogers	Brit. bgte.	351	Sept. 10	Chinese		
Lucia	3 c	Wood	Brit. bqe.	640	Aug. 5	Carlowitz & Co.	Havre & London	
Monrovia	3 c	Corning	Brit. sh.	1492	Sept. 10	Siemssen & Co.		
P. N. Blanchard	3 c	Blanchard	Amer. sh.	1503	Sept. 25	Siemssen & Co.		
Penshaw	3 k	Inokay	Brit. bqe.	729	Sept. 16	Lane, Crawford & Co.		
Wm. H. Conner	3 c	Batman	Amer. sh.	1423	Sept. 10	Pustau & Co.		
Young Siam	5 k	Kook	Siam. bqe.	750	June 17	Chinese	.....	Breaking up

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Maconochie	Hakodate
Audacious	twin-screw battle-ship	6010	10	4800	Capt. John B. Warren	Singapore
Cockchafer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Shanghai
Constance	cruiser 3rd class	2380	14	2590	Capt. L. C. Keppel	Hakodate
Cordelia	cruiser 3rd class	2380	10	2420	Captain Henry H. Boys	Hakodate
Esk	g-bt. 3rd class coast defence	363	3	340		In reserve
Espoir	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Manila
Heroine	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Hakodate
Impérieuse*	twinscrew battle ship	8400	10	10000	Command William H. May	Hakodate
Leander	cruiser 2nd class	4300	10	5500	Captain M. J. Dunlop	Hakodate
Linnet	gun-vessel 2nd class	756	5	1050	Commander W. Marrack	Hakodate
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. W. M. Maturin	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Hakodate
Porpoise	cruiser	1730	—	—	Commander R. W. White	Hakodate
Rambler	surveying vessel	830	3	690	Commander W. U. Moore	Shanghai
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. W. Maitl. Dougall	Nagasaki
Sapphire	cruiser 3rd class	1970	12	2360	Captain W. C. Karslake	Hakodate
Satellite	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel 2nd class	756	5	1010	Com. Richard Bingham	Hakodate
Torpedo Boat No. 35		95	—	—	Lieut.-Com. A. D. Davenhill	Hongkong
Torpedo Boat No. 36		95	—	—	Lieut.-Com. Webber	Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Commander McArthur	Hakodate
Wivern	coast defence ship, armoured	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Abtao	Chilian gunboat	1015	—	—	Captain Fernandez	Amoy
Alacut	Russian gunboat	809	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnaga	Manila
Aspic	French gunboat	470	4	450	Commander Malapert	Shanghai
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
Bismarck	German cruiser	2800	—	—	Captain Schmidt	Singapore
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Nagasaki
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Quinhon
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Nagasaki
Essex	U. S. corvette	1375	6	900	Commander Jewell	Kobe
Fasana	Austro-Hungarian frigate	—	—	—	Capt. E. Von Wohlgemuth	Shanghai
India	Portuguese transport	1200	—	—	Captain Gugano	Macao
Iltis	German gunboat	489	—	—	Captain Eickstedt	Chemulpo
Juniata	U. S. cruiser	1900	—	—	Lieut.-Com. Wises	Singapore
Lutin	French gunboat	485	4	425	Captain Nény	Touron
Manila	Spanish gunboat	—	—	—	Capt. J. M. Padriann	Manila
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Yokohama
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Shanghai
Mordj	Russian gunboat	455	7	60	Commander Moltzoff	Corea
Nayezdnik	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Corea
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Parseval	French gunboat	—	—	—	Captain M. Feret	Yokohama
Pluvier	French gunboat	540	—	420	Lieut.-Commander Fourest	On a cruise
Primauguet	French cruiser	2200	15	2270	Captain Veron	Japan
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Sivotch	Russian cruiser	900	1	1000	Commander Suofirieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Sophie	German cruiser	2100	—	—	Captain Kohlhauer	Singapore
Turenne	French frigate	5880	12	4250		Japan
Vestnik	Russian corvette	1330	—	—	Captain Lang	Nagasaki
Vipere	French gunboat	480	4	425		Yokohama
Vitiaz	Russian corvette	2950	12	—		Amoy
Vostock	Russian gunboat	—	4	—	Commander Melchonsky	Vladivostock
Wolf	German gunboat	824	6	240	Captain Credner	Shanghai
Zilveren Kruis	Dutch corvette	2310	—	345	Captain Toeken	On a cruise

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.		Destination.
Choysang	Brit.	str.	Hongkong
Fidelio	Ger.	str.	
Fushun	Chi.	str.	Shanghai
Hever	Ger.	str.	
Picciola	Ger.	str.	Hongkong
Yangtsze	Ger.	str.	

AMOY.

In port on September 23, 1888.

MERCHANT STEAMERS.

Almora	British
C. H. Teng	British
Glengarry	British
Hoihow	British
Norden	Norwegian

MERCHANT SAILING VESSELS.

Andreas	Ger.	bqe.
Christian	Ger.	sch.
Henriette	Am.	sh.
Ribston	Brit.	bqe.

FOOCHOW.

In port on September 22, 1888.

MERCHANT STEAMERS.

Haitan	British
Nanzing	British

MERCHANT SAILING VESSELS.

Archos	Ger.	bqe.
Basuto	Brit.	bqe.
Bylgia	Ger.	bqe.
Else	Ger.	bg.
Hedvig	Brit.	bqe.
WaltreSiegfried	Brit.	bqe.

SHANGHAI.

In port on September 27, 1888.

MERCHANT STEAMERS.

Amoy	German	
Ava	French	
Chiyuen	Chinese	
Ehrenfils	German	
Glengyle	British	
Glenmorven	British	
Hae-an	Chinese	Hankow, &c.
Kiang-piau	Chinese	
Kiang-yung	Chinese	
Kung-wo	British	
Kwang Lee	Chinese	
Leeyuen	Chinese	
Menelaus	British	
Moyune	British	
Pao Hua	British	
Shin-ching	Chinese	
Store Nordiske	Danish	
Sual	British	Hankow, &c.
Too-nan	Chinese	
Tungchow	British	
YokohamaMaru	Japanese	
Yuen Wo	British	

MERCHANT SAILING VESSELS.

Aurora	Brit.	bqe.
Chateaubriand	Brit.	bqe.
Maria	Brit.	bqe.
Mary L. Stone	Amer.	sh.
Siam	Siam.	bqe.
Tetuan	Ger.	bqe.
Werdande	Dan.	sch.

NAGASAKI.

In port on September 20, 1888.

Kozaki Maru	Japan.	bqe.
Rothiemay	Brit.	bqe.

YOKOHAMA.

In port on September 19, 1888.

Canara	Brit.	sh.
Coronae	Norw.	bqe.
Cornet	Amer.	ycht.
Nicoya	Brit.	bqe.
Nemo	Brit.	bqe.

HIOGO.

In port on September 17, 1888.

Carrier Dove	Brit.	bqe.
Ellen A. Read	Amer.	sh.
Gover. Goodwin	Amer.	sh.
Guy C. Goss	Amer.	bqe.
R. D. Rice	Amer.	sh.
Spartan	Amer.	bqe.
T. E. Starbuck	Amer.	sh.

MANILA.

In Port on September 22, 1888.

MERCHANT STEAMERS.

Cambodia	Brit.	str. New York
Crusader	Brit.	str. repairing
Deuteros	Ger.	str. Sourabaya
Raphael	Brit.	str. U. Kingdom

MERCHANT SAILING VESSELS.

Africa	Brit.	bqe. New York
Big Bonanza	Amer.	sh. New York
Fort James	Brit.	sh. Liverpool
Granite State	Amer.	sh. New York
JacobE. Ridgway	Amer.	sh. New York
James S. Stone	Amer.	bqe. discharging
Kilmory	Brit.	sh. New York
Ladakh	Brit.	sh. San Francisco
Primus	Russ.	sh. New York
Strathay	Brit.	bqe. New York
W. H. Lincoln	Amer.	sh. discharging

ILOILO.

MERCHANT STEAMER.

Vorwaerts	Ger.	str.

MERCHANT SAILING VESSEL.

Austria	Brit.	bqe. United States
Ben. F. Packard	Amer.	sh. New York
C. W. James	Br. 3m.	sch. New York
Karnak	Brit.	bqe.

CEBU.

MERCHANT SAILING VESSEL.

Eudora	Brit.	bqe. New York

BANGKOK.

In port on September 14, 1888.

MERCHANT STEAMERS.

Chamroen	British
Bangkok	British
Rainbow	Siamese

MERCHANT SAILING VESSELS.

Angela Accame	Ital.	sh.
Christian	Ger.	sch.
Eagle	Brit.	bg.
Felicia Antonio	Ital.	bqe.
Foochow	Siam.	bg.
Hiram Emery	Amer.	sh.
KianHongSeng	Siam.	bqe.
Madre Rosa	Ital.	bqe.
Mary Emily	Ger.	bqe.
Russell	Norw.	bqe.

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